A STREET AND HIGHWAY PLAN

FOR THE

SPRINGFIELD URBAN AREA

1951

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A STREET AND HIGHWAY PLAN

for the

SPRINGFIELD URBAN AREA

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Prepared for

THE STATE OF ILLINOIS

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

THE DIVISION OF HIGHWAYS

In cooperation with

THE UNITED STATES DEPARTMENT OF COMMERCE

THE BUREAU OF PUBLIC ROADS

by

H. W. LOCHNER & COMPANY

CHICAGO, ILLINOIS

September, 1961

7105054

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September 5, 1961

Mr. W. J. Payes, Jr. - Director
Department of Public Works & Buildings
State of Illinois
State Office Building
Springfield, Illinois

Dear Mr. Payes:

It is with pleasure that we submit herewith our recommended Street and Highway Plan for the Springfield Urban Area, prepared under our contract dated January 15, 1960.

The program which follows is based upon traffic facts collected by the Illinois Division of Highways as well as additional information gathered by the consultant.

It is the purpose of this report to present a twenty-year sequence of development for a street and highway system capable of handling 1980 traffic volumes. The program outlined here is a comprehensive and ambitious undertaking; however, it can be realized through concerted efforts of the Bureau of Public Roads, the Illinois Division of Highways, Sangamon County, the City of Springfield and other local agencies.

We are very pleased to acknowledge the excellent assistance and cooperation received during the preparation of this plan, particularly from the Division of Highways and various City officials. To all who assisted in the preparation of this report, we express our sincere appreciation.

Very truly yours,

Harry W Lochner

H. W. LOCHNER & COMPANY

HWLochner:vc

Summary of the Report

The report that follows includes an analysis of the existing street and highway needs in the Springfield Urban Area, a projection of 1980 travel patterns and traffic volumes and a comprehensive plan of improvements to overcome existing and anticipated deficiencies.

Background information relating to travel patterns and traffic volumes was obtained by the Division of Highways. Considerable basic data regarding the future of the Springfield Area was furnished by the Springfield-Sangamon County Plan Commission.

Of particular importance in the formulation of this plan was the proposed circumferential highway system in the Springfield Area, including Interstate Route 55 already under construction. With such a system available the need for costly projects on new rights-of-ways is materially reduced. This, in turn, permits development of a long-range improvement program that is economically attainable.

The various improvements recommended are based on a thorough review of the entire urban area and upon the principles of traffic service, cost of development and impact upon the community. The plan presented herein is regarded as adequate to safely and efficiently accommodate anticipated 1980 traffic.

The priority scheduling of each improvement is set forth together with estimated costs. Recommendations have also been made regarding implementation of the program, routing of traffic through the area and street traffic control.

A STREET AND HIGHWAY PLAN FOR THE SPRINGFIELD URBAN AREA

Purpose of the Report

Some eight years ago this firm prepared a plan of improvement for streets and highways in the Springfield Urban Area. Some of the Recommendations made in that report have been instituted and others are now under consideration. However, in recent years several factors have combined to cause a wholly new set of problems within the urban area, and subsequently, the need for a new approach toward improving conditions for motorists throughout the area. These factors include; the advent of the Interstate System and the location of Interstate Route 55 to the east of the urban area, a proposed pattern of belt highways on the south, west and north sides of the City, the rapid growth and diversion of traffic volumes, (well beyond the limits projected in the 1953 report) and the development of a comprehensive program of urban improvements recently prepared by the Springfield-Sangamon County Plan Commission.

The purpose of this report is to analyze the existing and projected needs of street traffic, in relation to the factors cited above, and to define a recommended plan of improvements to satisfy these needs. Conduct of this study was sponsored by the Illinois Division of Highways and the U. S. Bureau of Public Roads. During the formulation of this report, the views of the sponsoring agencies were carefully considered. In addition, meetings were held with the Springfield-Sangamon County Plan Commission, various City and County officials, the Association of Commerce and Industry and other groups to determine local objectives and to present preliminary findings.

The Springfield Urban Area, as denoted in this study, has been established beyond the limits of projected intense development twenty years hence. Such an area would generally exceed the limits of the Interstate and other proposed circumferential highways by a one-half to one mile distance. Also included is the Lake Springfield area and proposed additions thereto, since this area contributes heavily to the overall traffic problem. To best understand the area of the study, turn to the full-page maps appearing later in the report.

Background Data

Traffic Facts

Prior to developing recommendations for improvement, considerable background and supporting data was gathered and reviewed. This included data from the area-wide origin-destination survey of travel patterns throughout the region conducted eight years ago by the Division of Highways. The generalized information available from this earlier survey was supplemented by new origin-destination data gathered in 1959.

As a result of this investigation it was found that while the volume of traffic has expanded, the overall pattern of traffic movement has not changed appreciably since 1953. To further establish present traffic volume levels, a most comprehensive set of traffic volume counts was made by the Division in the Spring of 1960. The growth in volume during the past decade can best be described by the following table showing volume growth at eight typical locations:

Location	1951 Volume	1960 Volume	% of Increase
1. 11th Street at Wabash R. R.	2,935	6,000	104
2. Laurel Street at Wabash R. R.	2,490	6,200	149
3. Walnut Street - N. of Miller	4,165	6,080	64
4. Sangamon Ave. - W. of 16th	5,945	8,500	43
5. N. Grand Ave. - W. of 15th	7,070	9,500	34
6. Monroe St. - at Wabash R. R.	2,280	3,500	53
7. 9th St. - S. of Cook	11,000	14,500	41
8. MacArthur Blvd. - N. of Miller	4,165	6,080	46

The expansion of present day traffic volumes to 1980 levels was based on several factors: type and extent of new growth along each major route, particularly in regard to the generation of large volumes of traffic; effect of the Interstate and belt-line highways on the removal of through and terminating trips now using other routes; projected shifts in the location of major traffic generators within the central city and the ever-increasing rate of automobile registration per 1,000 persons as found in communities such as Springfield.

To properly expand the 1960 volumes, all major routes were placed in various categories related to projected 20-year growth. These categories fall into two groups - rural and urban. The rural carriers are subdivided into two classes; those that will

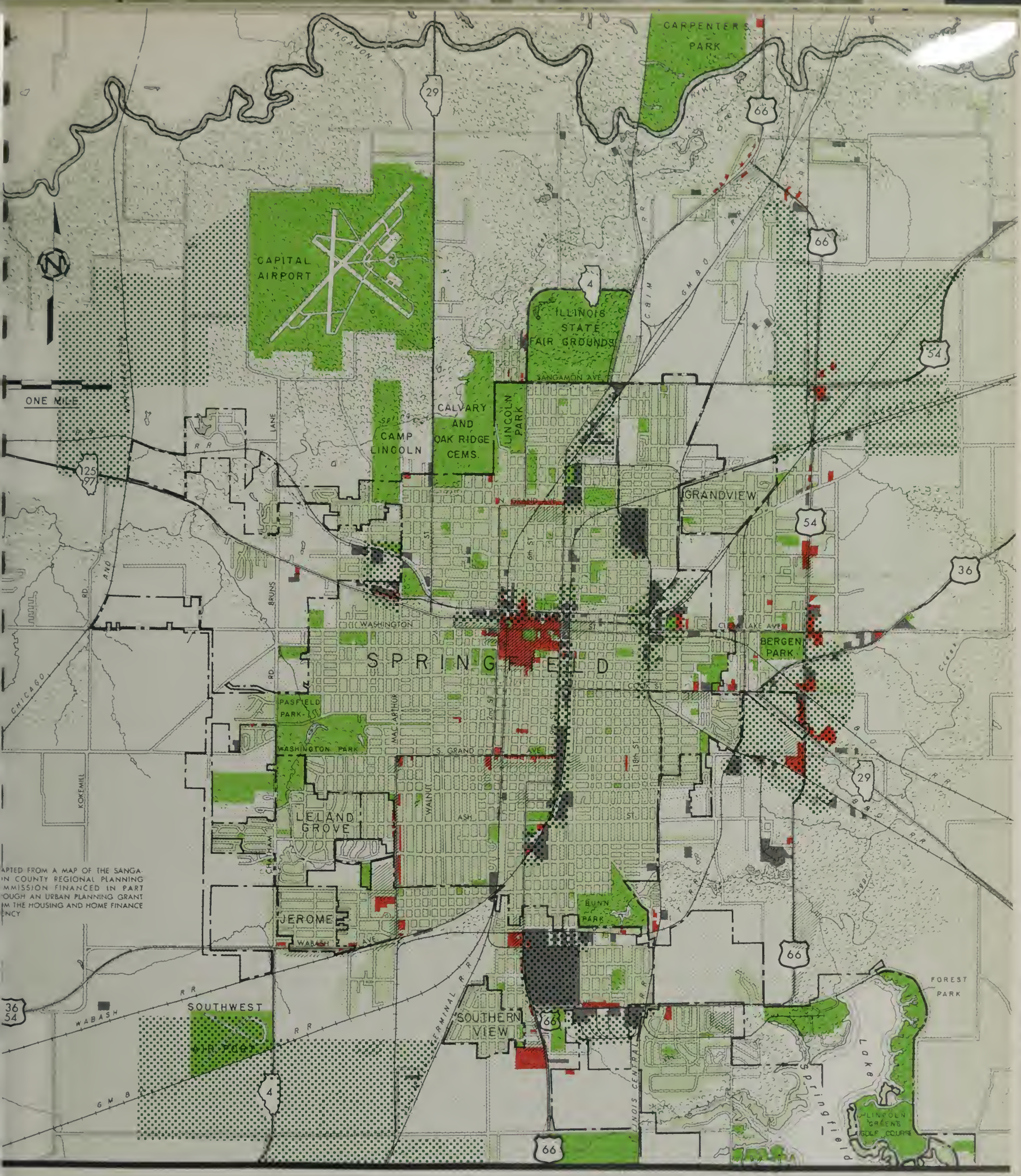
lose a considerable volume of traffic to the Interstate System (such as sections of present Route 66) and those that will remain without any competing facility. Urban roadways are grouped into three categories: major thoroughfares linking the Interstate System or primary traffic generators to the central city; major city streets that carry heavy volumes of traffic for shorter distances, usually in the center of the city, and city streets that carry somewhat lesser volumes, but which have continuity of two or three miles or more. The rates of expansion for each of these types of roadways plus the Interstate System are given below. These rates are based on present plans, and for this reason, should be periodically reviewed.

Type	Per cent of Increase
Interstate System	140
Major rural or belt highways	100
Other rural highways	60
Major urban thoroughfares	60
Major city streets	40
Other city streets	20

In order to properly determine vehicle movements at various locations, turning movement counts were made at selected intersections by the Division of Highways, and others were made by the consultant. Similar information concerning railroad movements across major streets, and the possible need for grade separations, was also gathered by the consultant.

Land Use and Related Patterns

The Springfield and Sangamon County Plan Commission supplied extensive information on existing and projected land-use patterns, population trends, community facilities and zoning. Of particular importance in setting forth a circulation system such as the one required in Springfield, is the long-range land use pattern. The accompanying map shows the pattern existing in 1960 and the overlay indicates the projected 1980 pattern. Both maps are based on Plan Commission material. As can be seen, the anticipated expansion of the City lies principally to the west and south; residential growth near Lake Springfield and industrial growth along the railroad tracks to the southwest. Some industrial expansion is anticipated near the Interstate Route location, but generally the 20-year future growth will extend just beyond the boundaries of the belt system except to the south.



APTED FROM A MAP OF THE SANGA-
IN COUNTY REGIONAL PLANNING
MMISSION FINANCED IN PART
OUGH AN URBAN PLANNING GRANT
M THE HOUSING AND HOME FINANCE
NCY

EXISTING LAND USE - 1960
PROJECTED LAND USE - 1980

RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC & SEMI - PUBLIC

PROJECTED LAND USE - 1980

EXISTING LAND USE - 1960

RESIDENTIAL

COMMERCIAL

INDUSTRIAL

PUBLIC & SEMI - PUBLIC

ADAPTED FROM A MAP OF THE SANGAMON COUNTY REGIONAL PLANNING COMMISSION FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY

A study of trends by the Plan Commission has indicated future population growth. The estimated Sangamon County population today is 140,000 and forecasts for 1980 indicate a population of some 190,000 to 200,000 persons. A corollary function of such population expansion is a similar increase, percentage-wise, in automobile and truck registration.

The Plan Commission has also prepared a long-range cirulation plan for the area including the City, Lake Springfield and rural extensions of principal routes. Recommendations made by the Plan Commission include many major street revisions which were recommended eight years ago, and which are again set forth in this report.

Extensive field investigation throughout the urban area plainly indicated the need for proper connections to the proposed belt system, as well as adequate east-west and north-south thoroughfares for local and terminating traffic within the belt system. The completion of the belt system will remove some traffic now using routes within the City. However, continued local growth will eventually increase these volumes to present levels, necessitating new improvements, some of which are already under way.

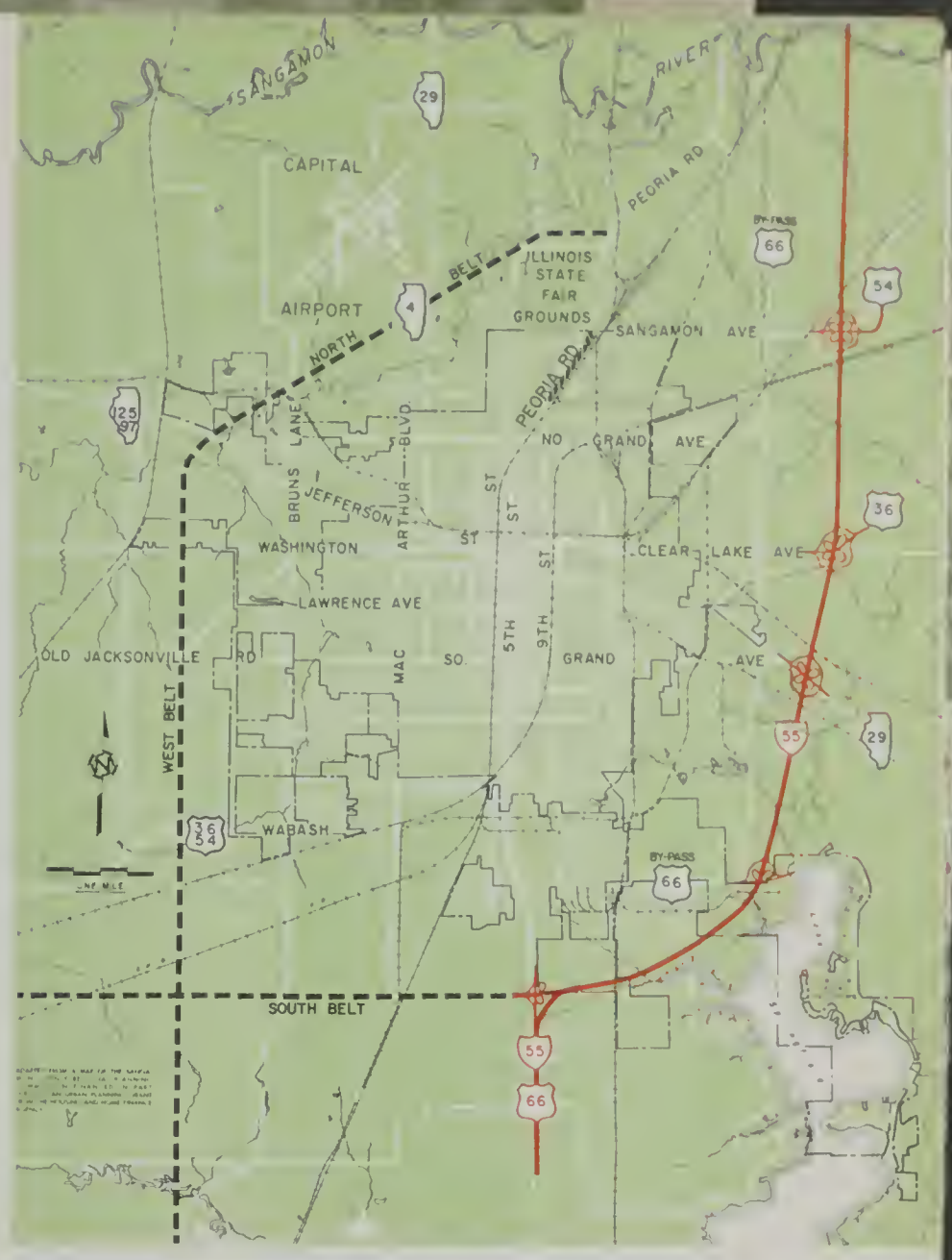
Impending Highway Improvements

The Division of Highways has designed and programmed for construction certain improvements in the Springfield area. Two of these improvements are major causes of this restudy. These are the location of Interstate Route 55 and the south and west side belt highways. A description of these projects, plus several planned projects inside the City, is given below. The total development costs for these improvements amount to more than $36,000,000.

Interstate Route 55 - This is the Chicago - St. Louis Interstate route which will augment or replace the present Route 66. It's location in the Springfield area is fixed and construction is under way. The exact location of this improvement, developed completely to Interstate standards, may be seen on the full-page maps. The primary purpose of this route will be service to long-haul through trips now made via Route 66 and not desiring to stop in Springfield. Likewise, heavy volumes of terminating traffic bound for Springfield from points beyond the urban fringe will use this route as a means of reaching the City, and transfer, via the appropriate interchange to local destinations.

IMPENDING

HIGHWAY IMPROVEMENTS



The construction of the Interstate System will also require extensive revision of intersecting roadways. In particular, this is the case at Sangamon Avenue (U. S. Route 54) and Hazel Dell Road (U. S. Routes 36 and 54). The estimated cost of the Interstate Route 55 improvement between Sherman on the north and Toronto Road on the south is some $24,200,000. For that section within the urban limits the estimated cost is $14,000,000. The estimated costs for completion of the Sangamon Avenue and Hazel Dell Road improvements, not covered in the above figures, are $910,000 and $950,000 respectfully.

Belt Circulation System - This is the belt route that, together with the Interstate Route on the east and south sides of the City, will form a circumferential belt around the entire urban area. This belt system is comprised of several proposed routes: the U. S. 54-36 relocation for the length from the U. S. Route 66-Interstate Route 55 interchange west to Curran and the north and west belt route extending from relocated U. S. 54-36 north to Jefferson Street thence northeasterly to the present Business Route U. S. 66 north of the Fair Grounds. The various sections of this belt system can be seen on the accompanying map.

The location of this belt system is generally a mile beyond the limits of current development, affording an opportunity to develop a high-type, controlled access roadway.

Because of its location and configuration, the system will initially serve through and terminating traffic. As future land development occurs near the improvement more local trips will be added, considerably increasing the volume of traffic using these roadways.

Right-of-way is to be acquired for the ultimate development of a four-lane divided pavement throughout the belt system. The need for this system is concurred in by the consultant and its completion within the 20-year study period is assumed. The system has been planned by the Illinois Division of Highways and initial acquisition of right-of-way was begun by the Division in 1960. The projected costs of the south belt improvement are $1,400,000 for the urban section and $1,485,000 for the rural length between the west belt and Curran. The projected costs for the west belt are $3,100,000 for the urban portion and $636,000 for the rural section. Thus the total belt system, as proposed, will represent an expenditure of some $6,620,000.

U. S. Route 36 - The improvement of Route 36 is occasioned by the construction of the Interstate Route. To provide for adequate interchange facilities and to accommodate anticipated traffic volumes near the interchange with Interstate Route 55, Route 36 is planned for improvement as a four-lane divided pavement. Commencing on the north near Camp Butler this route will extend south and west, undercrossing the Interstate Route and proceed to the present Route 66. From this point the Route continues to the southeast, assuming the alignment of Cook Street near the I. T. tracks. The cost of improving Route 36 as described here between Camp Butler and U. S. 66 is estimated at $975,000.

U. S. Route 66 - Just as improvement for Route 36 is made necessary by the Interstate, so is the improvement of the south leg of Route 66, Linn Street. This is the east-west length that will carry traffic to and from the south side of the City to and from the Interstate Route. To accommodate anticipated traffic, improvement of the Route 66 length along Linn Street to a four-lane divided configuration is required. This improvement along Linn Street to a four-lane divided configuration is required. This improvement, as now planned by the Division of Highways, is expected to cost $900,000.

Fifth-Sixth Street One-Way Couple - The southward extension of the Fifth-Sixth Street Couple including the I. T. R. R. structure, originally recommended in 1953, is now underway. Portions of the Fifth and Sixth Street pavements have been improved and are now serving well as the main north-south carriers to and from downtown. The continuation of these improvements south to Linn Street will provide a north-south street system com-

pletely adequate for 1980 traffic. The extension of the one-way couple to the south will utilize a new structure under the Wabash tracks which is now nearing completion. The cost for this extension is estimated at $685,000.

Peoria Road - Improvement of this major carrier (Business Route 66) to the north of the downtown area has been planned by the Division of Highways. Plans are now being prepared for the relocation of the route between Sangamon Avenue and Black Avenue. The relocation, one-half block to the east of the present pavement, will allow development of a four-lane divided roadway. Frontage road connections will be made where necessary. This will replace a most congested portion of the present route and the programming of a highway improvement along this location is endorsed by the consultant. It is anticipated that this improvement will cost some $840,000.

The Problem

The situation in Springfield is somewhat unique in that plans are under way for a circumferential belt system completely around the urban area. The locations of Interstate Route 55 and the belt system are such that virtually all through movement can be attracted to these carriers and routed completely away from the urban area. This, however, is a relatively minor percentage of the total traffic volume operating in and near Springfield and is composed principally of Route 66 long-haul traffic. Likewise, the majority of terminating traffic; having origin or destination, but not both, within the urban area, will use elements of this system to gain entrance to various parts of the urban area.

The major highway problem facing the Springfield urban area is directly related to this terminating traffic just defined. The problem is simply the provision of adequate connections and terminal roadways to permit traffic to move between the circumferential system and the central city, and from area to area within the City. Because of the number and location of interchanges and intersections planned for the belt system, the solution is spread out over a series of roadways rather than concentrated upon a single high-type carrier that would, in turn, require connections to it from various parts of the City. Such a solution greatly reduces the acquisition of right-of-way and the cost of development of an adequate street and highway system.

Access to and from the City, from the Interstate Route, will be limited to those locations where interchanges with crossing streets and highways permit entry to, or exit from, the system. Within the study area high-type interchanges are provided at the following locations:

Existing Route 66 northeast of Springfield
Sangamon Avenue (U. S. 54)
Clear Lake Avenue
South Grand Avenue
Linn Street southeast of Springfield
Existing Route 66 south of Springfield

In addition, other interchanges will be located to the south and north of the City along the new route. The entire length of the Interstate route will be access-controlled so that no entrance or exit will be permitted at any location except the above interchange points.

Elements of the belt system encircling the other three sides of the City will be developed as high-type major thoroughfares, and will be grade connected to major cross streets. Some minor streets will be closed at the improvement and driveways will be limited, with no commercial driveways permitted. Typical of the location for planned high-type intersections along this route are Wabash Avenue, South Grand Avenue, Washington Street, Jefferson Street, North Grand Avenue and Walnut Street.

This circumferential system will provide for the through and terminating movements of a large majority of all traffic approaching Springfield. The only economical way to provide connections to and from the central city is the development of a system of major thoroughfares at frequent intervals, spaced so as to provide service to all principal sections of the urban area.

Improvements must also be made for local traffic. This is particularly necessary in getting traffic from outlying sections of the built-up area to the downtown and industrial districts. Today this traffic must utilize the same streets traversed by through and terminating traffic and which, as a result, are grossly inadequate to the task of efficient traffic service. Thus in addition to the connecting roadways described above, there will also be needed a comprehensive network of local thoroughfares for local movement.

The actual problem within the belt system can be separated into two distinct categories; the north-south problem and the east-west problem. Since any new diagonal roadway would require acquisition of considerable and costly right-of-way, no such recommendation is made in this report. Further, existing rights-of-way are, in many cases, adequate to accommodate required pavement configurations without expansion. From both an economic and property disruption standpoint this is a material advantage not often found in similar communities.

The needs of the urban area were studied in relation to twenty-year projected traffic volumes and the possible capacities of various existing streets in relation to these volumes. The twenty-year projection was used since this is about the maximum period for which traffic volumes can reasonably be projected and fiscal expenditures planned.

Some improvements recommended in the 1953 report, such as the Interstate Route, the 5th-6th Streets one-way couple and the Washington-Jefferson Streets one-way couple have been completed or are under way. These completed and pending betterments will considerably reduce the scope and cost of the overall program recommended herein.

The Recommended Plan

With the long-range land-use pattern, population projections and other trends established in relation to the planned belt system, the following plan of improvements was prepared. Each of the areas needing attention, together with the recommended treatment at that location, may be seen on the accompanying Needs Map. Specific elements of the plan will be described separately later in the report. The type and extent of improvements recommended have been based on a careful review of all available background data and on extensive field reconnaissance.

The projects recommended herein fall into two categories; major thoroughfares and major streets. For the most part, major highway projects, which would normally be recommended as a part of this study, have been accounted for in the plans for the Interstate Route and the belt system.

Before describing particular carriers in detail, something should be said of the type of roadway envisioned in the two categories; major thoroughfares and major streets. Major thoroughfares are recommended for development as the primary carriers within the belt system. Each would have at least four traffic lanes, two in each direction,

separated by a median divider, the type dependent upon traffic volume and right-of-way considerations. Some minor local streets would be closed at these improvements to minimize interference to through traffic, to reduce the number of traffic signals and stop signs required and to increase the efficiency and safety of the improvement. Major intersections would be signalized and channelized. Parking lanes might be provided where locally desired, although this is not a function of the improvement, and these would be in addition to the four through lanes and would have to be provided at local expense. Specific details of each such recommended improvement are set forth below.

Major streets are recommended where right-of-way limitations preclude further development or where projected traffic volumes do not warrant such extensive reconstruction as on the major thoroughfares. These streets generally do not have the service and continuity features of the major thoroughfare.

The elements of the plan for the Springfield urban area are as follows:

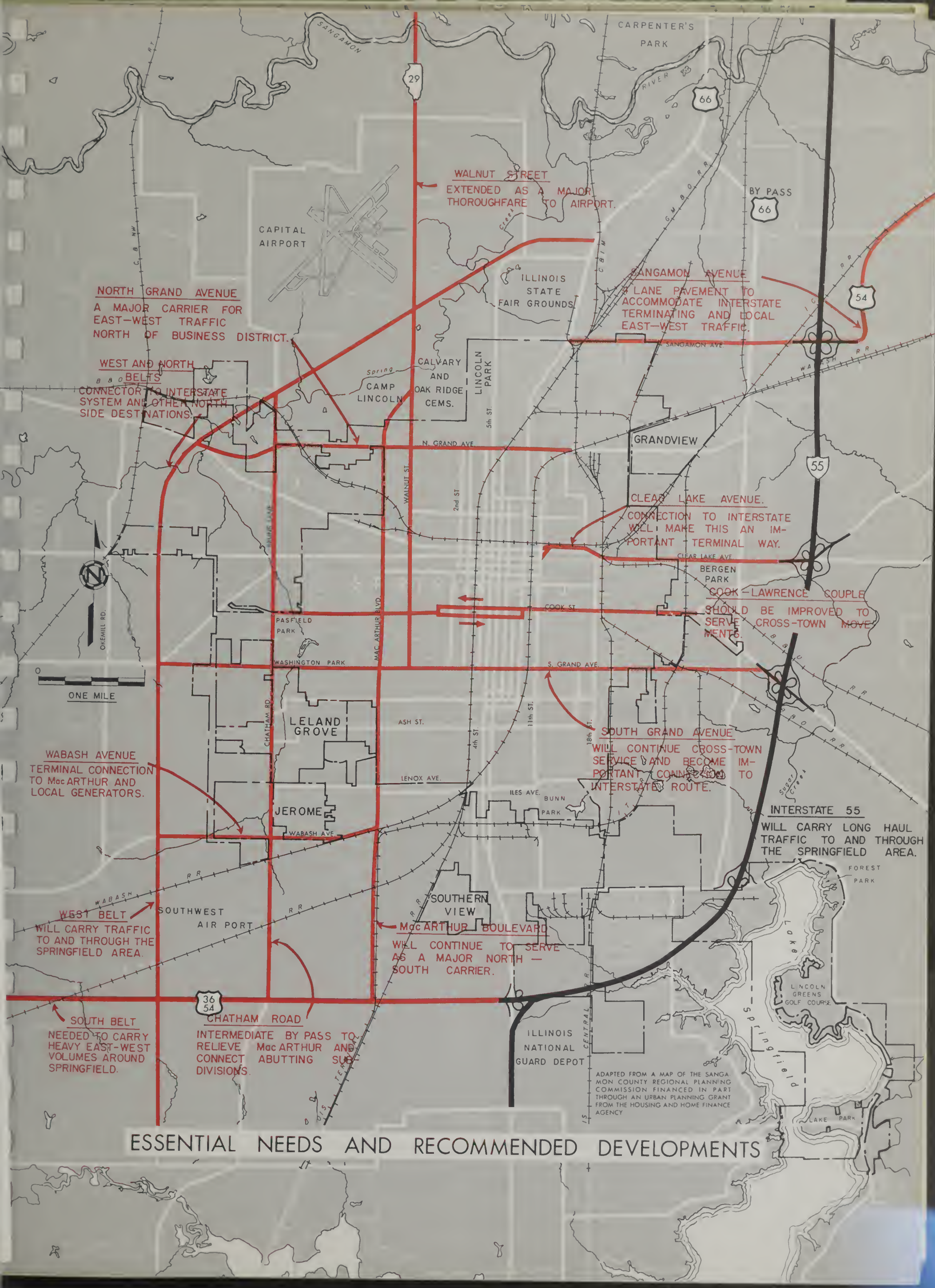
Major Thoroughfares

1. South Grand Avenue

This street now extends across the south side of Springfield from the present U. S. 66 westward to within two blocks of Chatham Road. This is now the major cross-town thoroughfare south of the business district. For the length between MacArthur Boulevard and Ninth Street this street now carries U. S. Routes 36 and 54. This same section is continuously lined with commercial establishments, including many of the "drive-in" variety. In addition to through and terminating traffic on the marked route portion there is a considerable volume of local traffic generated by the stores along the route, including the Sears, Roebuck and Company store --- a major retail facility in the Springfield area.

To the west of MacArthur Boulevard and to the east of 11th Street, South Grand Avenue now serves primarily as a local traffic facility. In this regard it moves traffic east and west to the 5th Street-6th Street one-way couple connecting the business district, and to the other major north-south streets such as MacArthur, Walnut, Second and 18th.

Original plans for the Interstate 55 improvement called for an interchange at Illinois Route 29 and the connection of South Grand Avenue to this interchange via present Route 66 northward to Cook Street. Because of the superior continuity of South Grand Avenue,



ESSENTIAL NEEDS AND RECOMMENDED DEVELOPMENTS

the larger volume of traffic accommodated and the larger number of traffic generators served along its path, the consultant made an interim recommendation to the Division of Highways that the proposed interchange be shifted from Route 29 to South Grand Avenue. This change has been incorporated into the design plans for the Interstate Route.

The proposed extension of South Grand Avenue to the Interstate Route will make this carrier much more attractive for practically all types of traffic. However, the purely through movement formerly on Routes 36-54 will be attracted to the new belt system. The features of continuity and direct connection to the Interstate Route strongly indicate that this route should be improved to carry City Routes 36-54 from Ninth Street to the present Route 66 By-Pass. This will eliminate the present irregular course of these routings through the central city. Because of heavy local and terminating traffic volumes along the MacArthur Boulevard-Ninth Street length of South Grand Avenue, the same treatment is recommended here.

West of MacArthur Boulevard, South Grand Avenue extends into a large residential area and to within two blocks of Chatham Road. West of this latter carrier it should ultimately be extended to the west leg of the belt system along the line of Old Jacksonville Road. A direct connection to the west belt route would provide through east-west continuity from west belt to east belt, across the entire urban area. The advantages of this type of a carrier are two-fold: service to traffic moving to and from the belt system to generators within the City, and service for traffic moving across the City, but with both origin and destination within the urban area.

The specific plan of improvement for South Grand Avenue calls for redevelopment of the existing pavement for the entire length within the Belt System. From the Interstate improvement west to MacArthur Boulevard, South Grand Avenue would be developed as a four-lane major thoroughfare. A narrow median divider would separate opposing lanes of traffic and all curb parking would be eliminated. A plan of this type would require only small parcels of right-of-way where left-turn lanes are provided and the median width expanded. It should be noted here that the extremely tight right-of-way situation requires the use of 11-foot traffic lanes since the use of 12-foot lanes would require acquisition of costly fronting property. The extremely high cost of much of this fronting property, especially between Walnut Street and 11th Street, the relatively slow-speed movement of traffic, the elimination of curb parking and the general character of the area traversed all indicate satisfactory use of 11-foot lanes where such are necessary. This same situation holds true on several other recommended improvements.

Construction of the median divider and elimination of curb parking will increase the capacity of this carrier to some 20,000 vehicles per day; adequate to accommodate twenty-year volume projections. Driveways would continue to be connected to the pavement, but at locations where non-mountable medians are to be installed only right turns to and from driveways can be permitted.

Field investigation was conducted at the I. C. and G. M. and O. rail crossings on South Grand Avenue, and as a result of relatively minor delay caused to traffic it is recommended that these two tracks be crossed at-grade. Similarly, the B. and O. and I. T. tracks east of the City would be crossed at grade. Details of the complete recommendation in this area may be seen on photo strip map No. 1 at the rear of the report.

From MacArthur Boulevard to the west belt, South Grand Avenue should be improved as a four-lane major street. This extension of the route is considered essential to provide necessary traffic service. This would entail extension of the route across the north edge of the Illini Country Club and the south side of Washington Park. Curb parking would initially be restricted in peak hours only on the side of the street carrying the heavier directional volume; inbound in the morning and outbound in the evening.

Major intersections along the length of South Grand Avenue would be located at the west belt, Chatham Road, MacArthur Boulevard, Walnut Street, 2nd Street, the 5th-6th Street one-way couple, 9th and 11th Streets, 18th Street and the present Route 66 by-pass.

Projected twenty-year traffic volumes on this carrier range from 15,000 vehicles per day west of the Interstate route to 20,000 or more at 9th Street to 10,000 west of MacArthur Boulevard. In view of these volumes, the number of generators served and the number of major intersections, this improvement is recommended for early programming. First attention should be directed towards the Ninth Street-By-Pass U. S. 66 section.

2. Cook-Lawrence East-West System

It was apparent that a major carrier should be located south of the business district yet north of, and free from, the conflict of South Grand Avenue traffic. Such a thoroughfare would offer direct access to and from the central city from the large residential areas to the east and west of downtown. Since this improvement would serve largely local volumes of traffic, it would remove much of this local movement from other carriers which will have to accommodate heavy volumes of terminating traffic.

This firm's 1953 report had recommended an improvement along the lines of Cook Street-Lawrence Avenue. Careful re-inspection of the area between South Grand Avenue and the downtown area revealed no existing right-of-way or corridor through which the required improvement could be extended without considerable property acquisition. Since an expressway-type carrier was not considered, this left only existing streets as possible locations for an improvement.

To the east of the central area Cook Street offers the advantages of wide right-of-way, a good connection to the proposed Interstate Route via Route 36, and frontage that would not be materially affected by any form of improvement. To the west of the central area, Lawrence Avenue offers similar advantages of continuity, right-of-way and extent of fronting property. Near the extremities of the improvement a single four-lane pavement would be sufficient to accommodate anticipated traffic. However, near the downtown area there is a definite long-range need for six traffic lanes. For these reasons a recommendation similar to that made in the earlier report is made here.

Cook Street would be improved westerly from the present junction at U. S. Route 36 and Illinois Route 29 to just beyond 9th Street as a major thoroughfare. Lawrence Avenue would be similarly improved from Chatham Road easterly as far as Pasfield Street. Between 9th Street and Pasfield Street a one-way couple would be instituted; Cook westbound and Lawrence eastbound.

In detail, the recommendation calls for reconstruction of the U. S. Route 36 pavement from present Route 66 westward. This roadway would be a four-lane divided pavement with a narrow median divider. A reconstructed undercrossing of the Wabash tracks would be required to accommodate four traffic lanes. Because of the traffic volumes involved, it is recommended that the present undercrossing of the I. C. tracks be rebuilt to standard four lane width. No revision is necessary in the present I. T. subway.

Improvement of the 9th Street-Pasfield Street length would be limited generally to some widening to secure three traffic lanes, and to resurfacing the remainder of the existing pavement. Here again the use of 11-foot traffic lanes is recommended. Curb parking would be eliminated except for one side of the street in off-peak hours. A similar improvement would extend along Lawrence Avenue from Pasfield Street to 8th Street to accommodate eastbound traffic. Parking restrictions would be the same as those described for Cook Street.

Between 8th and 9th Streets a diagonal connection would be constructed to allow the eastbound traffic to join the Cook Street alignment. A duplicate connection would be made at Pasfield Street for westbound traffic to reach the Lawrence Avenue alignment. Beyond Pasfield Street, Lawrence Avenue would be widened to a four-lane pavement with a median divider. Details of the central area recommendation may be seen on photo strip map number 2.

Even though the present marked route designations are recommended for removal from the Cook Street location, traffic volumes will increase considerably on this carrier because of its servicability to large areas east and west of downtown and the Capitol complex. Projected 1980 volumes range from 20,000 vehicles per day on Cook Street east of 9th Street to 10,000 vehicles per day on Lawrence Avenue west of MacArthur Boulevard. This carrier would offer considerable relief to other streets north and south and would be a major element of any plan of improvement.

3. Clear Lake Avenue

A connection between the Interstate Route and downtown is regarded as an essential element of any thoroughfare plan. Since heavy volumes of traffic will move in this direction to or near the business district, the most direct means of access is required.

The interchange pattern approved for the Interstate Route includes an interchange at Clear Lake Avenue. This is the only interchange which can provide direct service to and from downtown, and Clear Lake Avenue is the only continuous high-type carrier entering the business district from the east. Within the central city, and adjacent to Clear Lake Avenue, the City is clearing land for a large-scale urban renewal project. Through this area there has been planned an east-west major thoroughfare which will extend from 18th Street to near 11th Street, just south of the B. and O. tracks. This proposal is now a feature of all urban renewal plans prepared for this area and has been accepted for the purpose of this report as a fixed condition. This alignment has been reviewed by local housing officials and by the Urban Renewal Administration.

Near 11th Street the proposed improvement would connect to the Washington-Jefferson one-way couple, recommended in the earlier street and highway report and now in operation. Some of the traffic using the proposed Clear Lake improvement would turn north on 9th Street, since this latter carrier will also be improved as a high-type facility to carry marked route traffic to the north of downtown. Due to the effective operation

of the present Washington-Jefferson couple, and the extreme costs of making a major change in present operations west of 11th Street, it is recommended that the present couple be retained to the west of 11th Street as the major east-west service system to and from downtown.

From Route 66 west, Clear Lake Avenue would be widened to a four-lane, divided pavement. This could generally be accomplished within the existing right-of-way and at modest cost. An overcrossing of the B. and O. and I. C. tracks near 18th Street would be provided to reduce congestion and delay resulting from frequent train service. A high-type intersection would be provided with 16th Street and the improvement would shift northward to abut the B. and O. tracks on the south side westward to 12th Street, creating a new roadway for this length. Near 11th Street a diagonal connection to the Washington-Jefferson one-way couple would be provided. The Wabash tracks would be crossed at grade. Details of the proposed treatment along this route can be seen on the photo strip map number 3 at the back of the report.

Jefferson Street would continue as the major means of access to and from downtown from the west edge of the City. This carrier has been improved as a four-lane major thoroughfare west of Lincoln Avenue and will be adequate for the 20-year future. However, curb parking may have to be eliminated as volumes increase near the end of the twenty-year study period. The section between Lewis Avenue and Lincoln Avenue will require resurfacing of the present brick pavement, but no further treatment is recommended at this time. A plan for the removal of State Route 97 and 125 markings which will reduce volumes on Jefferson Street, will be described later in this report. Volumes on the Clear Lake improvement will range from 15,000 vehicles per day near the I. C. overcrossing to over 20,000 vehicles per day near 11th Street. Volumes on the one-way couple will increase moderately to some 13,000 vehicles per day on each element of the couple by 1980.

The need for this project is somewhat dependent upon the construction of the proposed improvement through the urban renewal area. Although improved east-west service to downtown is regarded as essential, construction to the east of 18th Street is not required before the 18th Street-11th Street length is at least under way.

4. North Grand Avenue

At the present time there is no east-west through street north of the business district. The need for such a facility is obvious, but several large rail yards, numerous parks and schools, industrial buildings and the Oak Ridge Cemetery prevent extention of

virtually all such carriers. Sangamon Avenue offers possibilities for such an extension, but its location would be too far removed from downtown to properly serve traffic from the west, towards Chatham Road, or from the east near Grandview.

Inspection of existing rights-of-way and pavements in relation to anticipated land development and traffic volumes clearly pointed to North Grand Avenue as the only logical place for such an improvement. This carrier now has continuity across most of the built-up area, a right-of-way generally 80 feet in width and it is close enough to downtown to serve traffic destined there while being far enough removed to serve traffic bound for industrial areas along its path and to the Interstate Route to the east. The extension of any other east-west street between Jefferson Street and Sangamon Avenue would involve property acquisition far beyond feasible limits for such a project, and most such locations would have a highly adverse impact upon the community.

If North Grand Avenue is to properly serve as such a carrier it must be improved and extended to the west. Such an extension is considered essential to serve the rapidly growing residential area north and west of Springfield along and near Bruns Lane.

The section of North Grand Avenue between the present Route 125 at Spring Creek and Ninth Street should carry Illinois Routes 97 and 125. This would permit through and terminating traffic which now uses Jefferson Street, and passes through the business district, to be rerouted to the north of the congested central area. Such an extension has been proposed, at least in part, for some time and is regarded here as essential.

Long range plans call for improvement of Routes 97-125 westward from Spring Creek as a divided roadway and some right-of-way has been acquired for this purpose. For the recommendation made here, the present Spring Creek structure would be retained and a second parallel structure placed adjacent to it. From the Route 125 (Jefferson Street) pavement a new four-lane divided roadway would extend northward and eastward, intersecting Bruns Lane, via a high-type intersection, and extended along the line of North Grand Avenue toward Camp Lincoln Road. The improvement would overcross the B. and O. tracks and the adjacent drainage ditch. Such a location to this point would require the taking of only three residences if right-of-way were obtained promptly. The details of this portion of the recommendation can be seen on photo map number 4.

East of this point the existing right-of-way of North Grand Avenue would be followed eastward to 14th Street. Some additional right-of-way will be required between the B. and O. tracks and Walnut Street to permit channelization at such major intersections as Bruns Lane and MacArthur Boulevard.

Although the marked routes will turn south at 9th Street, the four-lane divided configuration is recommended eastward to 14th Street to accommodate heavy volumes of traffic moving along this length to local generators and to the north-south improvement which begins at 14th Street.

A major improvement along North Grand Avenue would serve a considerable volume of traffic and would have little adverse impact on the community. Volumes on this improvement, by 1980, would range from some 10,000 vehicles per day near Bruns Lane to more than 20,000 vehicles per day west of 9th Street. Because of the great advantages in traffic service accruing from this improvement it is recommended for early programming.

5. Sangamon Avenue

Entrance to the north side of the City from the Interstate Route will be made via Sangamon Avenue. An interchange at Sangamon Avenue on the Interstate Route will serve Route 54 traffic to the east and traffic to and from the City to the west. The Illinois State Fair Grounds are two miles west of the Interstate Highway on this street and this area generates considerable traffic for many events other than the annual State Fair. For traffic terminating in the business district, or north of the area, this would be an alternate approach to Springfield; particularly in view of the direct diagonal connection offered by an improved Peoria Road. For most of the length westward from by-pass Route 66 there is at least an 80-foot right-of-way; for more than one and one-half miles of this length the right-of-way is at least 98 feet wide.

To provide adequate service as a terminal route, Sangamon Avenue would have to connect to several north-south major streets. Plans for the improvement of several such streets will be set forth later in the report.

To facilitate traffic movement to and from the Interstate Route as well as to improve local movement across the north side, it is recommended that Sangamon Avenue be improved as a four-lane, divided roadway from Route 66 westward to Peoria Road.

West of Peoria Road to Fifth Street, the present pavement is adequate to accommodate the twenty-year projected volumes. Although desirable as a long-range project, no recommendation is made here for the extension of Sangamon Avenue west of Fifth Street. Such a project should be initiated only after extensive development of the area near the Airport is begun; this does not appear likely for some time to come.

A four-lane pavement is recommended along Route 54 to the northeast of State Aid Route 3. Nearing the Interstate location a 40 foot median divider would separate the two Route 54 pavements and these would pass under the Interstate. A second, parallel structure would be placed adjacent to the existing over-crossing of the I. C. tracks, and the above described configuration extended westerly to By-pass 66. The section of this route near the Interstate Route interchange would be constructed as a part of that improvement. For the length between the Interstate and the by-pass, access to Sangamon Avenue would be controlled.

West of the Route 66 by-pass an urban-type configuration is recommended. This would include two 24-foot pavements and a narrow median divider. The fronting property on the south side of Sangamon, for this length, is now vacant and access to future subdivisions should be made only via major north-south connecting streets. Parking on the improvement would be prohibited west to Peoria Road. Some modification and expansion of the G. M. and O. Railroad undercrossing may be required, but only towards the end of the twenty-year period. High-type, channelized intersections would be provided at By-pass 66, 19th Street and Peoria Road. Traffic volume accommodated by 1980 is expected to reach 10,000 vehicles per day near By-pass 66 and 15,000 east of Peoria Road.

6. Chatham Road

At the present time this roadway extends from well south of Springfield to the north part of the urban area. The section of this route from Auburn, Illinois to Wabash Avenue is marked as Illinois Route 4. For the length north of Wabash Avenue this route is generally in very poor condition and, at times, is impassable. However, because of its ideal location along the west edge of the heavily-developed area, its connection to major east-west streets and its continuity, this route is a most logical location for a north-south major thoroughfare.

The ultimate construction of the west belt will mean the relocation of the present Route 4 markings to the new route, from south of Hazel Dell Road to Route 66 north of the Fair Grounds. This location, however, will be west of the area of intense development and will not attract or serve local traffic generated to the east of the belt location. The alignment of Chatham Road is the only west-side location for a north-south facility that can accommodate anticipated traffic in this area. The case for Chatham Road is strengthened by the fact that MacArthur Boulevard can not be expanded to accommodate all of the traffic that desires to pass through this area. Therefore, the improvement of Chatham as a means of relief for this traffic becomes quite important. The possible location of industry, as is now suggested by the Plan Commission, to the south of the Wabash tracks would make this improvement even more vital.

It is recommended that a major thoroughfare be extended along the line of Chatham Road from Wabash Avenue to the north belt. Long-range volume estimates clearly call for the construction of a four-lane, divided pavement. Extensive drainage work is required for the section just north of Wabash Avenue. This is regarded as essential. The 1980 volume projections for this route run from 6,000 trips per day south of Wabash Avenue to 18,000 trips per day north and south of South Grand Avenue, projected. The higher volume near Grand Avenue would result from the combination of major and minor north-south movements and those transferring to Grand Avenue for east-west travel. The continued accent on development to the south and west of the City and the desire to by-pass MacArthur Boulevard will result in heavy volumes as soon as this improvement is completed.

Although there is a definite need for early completion of this project, lack of cooperation between the various agencies affected and the high cost of construction have hindered its acceptance. The means of financing this improvement has long been a problem. In this regard it is recommended that a single agency, the Sangamon County Highway Department, should continue to develop and coordinate all plans for the improvement. It is further recommended that all of the affected agencies contribute to the cost of the project on a proportional basis.

7. Wabash-South MacArthur

Even after construction of the belt system and removal of the U. S. Routes 36-54 markings, Wabash Avenue and South MacArthur Boulevard will remain important carriers with increasing traffic volume. Construction of a major shopping center, nearing completion at Outer Park Drive, will add a considerable volume of local and terminating

traffic. Any large-scale development, either residential or industrial, south of the Wabash tracks could mean the addition of several thousand trips per day. There is no question but what the present capacity of this carrier must be increased considerably in the immediate future.

The systems best suited to service the projected volumes desiring to use MacArthur Boulevard; a high-type carrier with frontage roads or a highly channelized roadway, obviously are not feasible due to the intense and costly fronting development along the entire route, one side of which would have to be acquired for frontage roads, medians and so forth. Similarly, no other roadway capable of accommodating the projected volumes can economically be developed near the present route. The only feasible approach to the MacArthur problem is the immediate improvement of the present route to the highest standards obtainable without costly property damage, and the improvement of other carriers, such as Chatham Road, to help relieve the pressure on MacArthur Boulevard. It should be noted that the length of MacArthur north of South Grand Avenue is of much less urgency than that to the south.

Much of the traffic using this proposed facility will be terminating traffic entering the City on Wabash Avenue. For this reason the improvement of this latter street should begin at the west belt highway to provide the required capacity to the east and west of Chatham Road. The present Wabash Avenue pavement would be retained, and a second parallel pavement, separated by a narrow median, added to the south for the length from the belt to Chatham Road. East of Chatham Road, expansion would be to a four-lane undivided urban-type pavement. This would require only minor right-of-way expansion. For the length adjacent to the Wabash tracks expansion of the right-of-way would be entirely on the north side of the present right-of-way.

At MacArthur Boulevard a T-type, signalized intersection is recommended. Because of severe right-of-way limitations, MacArthur Boulevard is recommended for expansion to four 12-foot traffic lanes northward to Laurel Street. Near the shopping center, an additional lane would be provided to accommodate the heavy left-turn movements into and out of the shopping center parking lots and Outer Park Drive. Both of these locations will require signalization. The major intersections at Ash and Laurel Streets will require the flaring of MacArthur pavements and signalization to accommodate heavy turn movements. This plan, while not an "ultimate" type configuration, will handle considerably larger volumes of traffic than the present pavement and, since it does not require extensive right-of-way, it can be accomplished at once. This project, from Ash Street on the north to Thayer Avenue on the south, is now under construction.

Farther north along MacArthur Boulevard a serious problem has existed for many years at South Grand Avenue. This intersection has long been a bottleneck to efficient traffic movement and at present involves two hazardous and inefficient offset intersections. It is recommended that the present intersection be modified so that a single four-way intersection will result. This can be done by removal of the "flat-iron" building at the southeast corner of South Grand and MacArthur. The taking of this building would be considerably less costly than obtaining the three properties required on other corners. Several plans were carefully reviewed, and this final recommendation is based on both traffic service and cost of development. Details of this proposal may be seen on the photo strip map number 1.

North of South Grand Avenue, MacArthur would be expanded to four traffic lanes with a narrow median. Major channelized intersections would be required at Lawrence, Washington, Jefferson and North Grand. Beyond North Grand Avenue it is recommended that MacArthur be extended northward to Oak Ridge Avenue thence northeasterly to Walnut Street (Route 29). The diagonal connection just described will permit terminating traffic bound for the central business district, the shopping center and the south side direct access to all major east-west streets via one major thoroughfare.

Expansion of the present right-of-way is required only at major intersection locations. The 1980 volume estimates range from 20,000 vehicles per day near Outer Park to 5,000 north of North Grand.

8. North Walnut Street

Illinois Route 29 is now carried on Walnut Street from north of the city limits to Jefferson Street. Service is provided to the Capital Airport and Oak Ridge Cemetery as well as to local generators along the route. Present plans call for the eventual improvement of Route 29 through the City from the east, via Clear Lake, Ninth and North Grand Avenues and northward to Pekin, and through traffic expansion of some 75% is seen for this route as it enters urban Springfield from the southeast and north. Continued growth in the use of the Airport, together with the growth of other local and terminating traffic, will require a much better roadway than exists today.

Plans are being prepared by the Division of Highways for the improvement of Walnut Street from near the Cemetery northward to the Airport. These plans are concurred in with minor adjustments, including the proposed MacArthur Boulevard Connection.

From a high-type intersection at North Grand Avenue, Walnut Street would be redeveloped northward as a four-lane divided roadway. A high-type intersection would be provided at the entrance to Oak Ridge Cemetery and at MacArthur Boulevard, extended. North of the Cemetery entrance, under present plans, the median will be widened to a rural type of 50 feet in width. A high-type intersection will be provided at the airport entrance. The recommendation here calls for continuation of this configuration northward to the vicinity of Estill Drive. This ultimately will join the improvement of rural lengths of Route 29, now begun to the north of Springfield.

Construction of sections other than the North Grand Avenue-Airport length may be deferred for some time.

9. North-South Carriers in the Central City

No new major thoroughfare is recommended through the Central City. There are several reasons for this: the extremely high cost of such an improvement, the difficulty of making adequate connections to downtown streets, the capitol complex and other areas without costly right-of-way acquisition and the adequacy of competing north-south streets which are well located so as to serve all major generators. In fact, the Central City is quite well served by the existing north-south street pattern and adequate capacity is available here to properly handle the twenty-year projected volumes.

Full cognizance was taken of a plan proposed by the Springfield Central Area Development Association for the development of an expressway through the downtown area following the general alignment of the G. M. & O. tracks along Third Street. A detailed study was made of this proposal, but it is not recommended herein since the cost was estimated to be considerably beyond the limit of anticipated funds to finance such a project. However, if funds should ever become available for such an improvement it should then be reconsidered, since it would provide good traffic service and would be entirely compatible with the plan recommended herein.

The remaining features of the SCADA plan are generally concurred in by the consultant and it is hoped that such recommendations can be carried out. In this regard the continuing cooperation between the State, the City and local groups for the solution of central area problems is considered essential.

The major recommendation for improved north-south traffic through downtown, and to the south of that area, is the extension of the 5th-6th Street one-way couple southward to Linn Street. Portions of the 5th and 6th Street improvements recommended in 1953 have been completed and are serving well as the main north-south access to downtown. The cost of continuing this one-way couple is far less than developing new connections and should prove completely adequate to accommodate 1980 traffic.

Similarly, Ninth Street, as now planned by the Division of Highways, will serve adequately as a major north-south carrier along the east edge of the business district and serve the area to the north of downtown. This, and other north-south carriers have enough potential capacity to provide more than adequate traffic flow under the heaviest predictable volumes.

10. By-Pass Route 66

The improvement of some sections of By-Pass 66 has already been planned by the Division of Highways. Even though much of the through traffic now using this facility will be relocated on the Interstate Route, this carrier will continue to handle large volumes of terminating and local traffic. This is particularly true for the lengths that will carry marked route designations and the lengths that are intensely fronted by commercial establishments.

The continuity of the present route is such that only this location could be considered for development of a major north-south thoroughfare to the east of the built-up area of the City. Any other location would involve costs far out of proportion to the problem. Further, the existing By-pass 66 pavement provides better service to more generators than would any other nearby location. It should be noted that an increase in commercial activity along this route is seen as soon as the through traffic is removed to the Interstate Route.

To expand the present pavement to a four-lane, divided roadway would require only minor right-of-way acquisition at intersections. A second, parallel structure will be required over the I. C. tracks between Sangamon and North Grand Avenues. The additional pavement could be added fractionally and should be begun with the lengths between Cook Street and Clear Lake Avenue and the portion along Linn Street, where traffic volumes are anticipated to grow most rapidly. The decision to improve remaining portions might well await the completion of the Interstate Route so that proper volumes can be determined for the remaining pavement.

The improvement proposed here will connect, via high-type intersections, to the major east-west streets and will accommodate traffic to and from local generators. Projected 1980 volumes along this route are expected to be near 10,000 daily trips north of Sangamon Avenue and near 20,000 trips in the sections just north of South Grand Avenue and along Linn Street.

Major Streets

The ten projects described above are those planned to accommodate higher traffic volumes and longer-haul traffic. These are more costly to develop, yet provide the basis for a street and highway network within the belt system. To augment the major thoroughfare system just described, a comprehensive system of major streets is required. Such streets would generally have continuity for a mile or more, and offer service to fairly large volumes of traffic; ranging from 3,000 to 10,000 vehicles per day.

Because of the wider-than-normal rights-of-way prevailing in Springfield, virtually all of the recommended improvements in this category can be made without expenditure for additional property. Likewise, the continuity of existing streets in Springfield is above average for cities of similar size, further reducing the cost of this phase of the proposed plan. It might also be noted in passing that the maintenance of the existing street network; both the marked route system and the local street network, is above average when compared to other cities in Illinois.

The improvements recommended below are divided into two basic categories because of their widths. Some streets are programmed for a 44-foot width, allowing four traffic lanes when curb parking is prohibited. These are recommended where volumes are projected in the higher range by 1980. Where volumes are expected to be somewhat less by the end of the 20-year period but there is a definite need for continuity and capacity, a 40-foot width is recommended. This will permit operation of two moving lanes and two parking lanes and four traffic lanes, when and if parking is eventually removed. Volumes on the entire street and highway system as recommended here are shown on the accompanying map.

In connection with the restriction and elimination of curb parking it should be noted that the City of Springfield, with the assistance of the Division of Highways and the Bureau of Public Roads, is now conducting a parking survey. While principally directed to the downtown area, some recommendations are expected to be made concerning removal of curb parking on major local business streets.

Only minor corrections will be necessary on some streets, and these should be delayed until the latter part of the twenty-year period. On a few carriers major revision is necessary, and these projects should be accorded first priority. In a few cases, portions of existing streets fully meet recommended standards but other sections may need upgrading. Although the entire length of the street is listed below, only those lengths requiring improvement are included in the cost estimate at the back of the report.

Listed below are the recommendations for specific improvements. They are listed in relation to the urgency of improvement, based upon volume considerations and projections made at this time. This priority schedule should be reviewed regularly to determine changes, if any, in the scheduling of various projects.

Project	Street	From	To	Recommended Width
1.	Iles-Highland-Oberlin	Chatham	18th	44'
2.	2nd	North Grand	South Grand	44'
3.	14th-Matheny-16th	North Grand	Jefferson	44'
4.	18th	Washington	Lenox	44'
5.	Laurel	MacArthur	18th	44'
6.	Peoria	Sangamon	North Belt	44'
7.	Outer Park	Bates	Sixth	40'
8.	South Grand	West Belt	MacArthur	44'
9.	Washington	West Belt	Lewis	44'
10.	11th	Jefferson	Oberlin	44'
11.	5th	Black	Sangamon	44'
12.	North Grand	14th	By-Pass 66	40'
13.	Ash	MacArthur	18th	44'
14.	19th	Matheny	Sangamon	40'
15.	Carpenter	Walnut	16th	40'
16.	MacArthur	Wabash	South Belt	44'
17.	Walnut	Jefferson	North Grand	44'
18.	Bruns Lane	North Belt	Township Road	40'
19.	Chatham	Wabash	South Belt	44'
20.	4th	Oberlin	Kimble	40'

PROJECTED 1980 VOLUMES ON MAJOR STREET AND HIGHWAY SYSTEM

DAILY TRAFFIC VOLUMES

ESS THAN 2,500
',500 - 5,000
,000 - 10,000
0,000 - 15,000
5,000 - 20,000
'0,000 - 25,000
OVER 25,000

ONE MILE

ADAPTED FROM A MAP OF THE SANGA-
ON COUNTY REGIONAL PLANNING
OMMISSION FINANCED IN PART
HROUGH AN URBAN PLANNING GRANT
ROM THE HOUSING AND HOME FINANCE
GENCY

The Construction Estimate

The various improvements described above represent the long-range requirements for a safe, adequate and efficient highway transportation system for the Springfield Urban Area. Completion of this program within the 20-year future is considered essential to provide the capacity necessary to accommodate projected 1980 traffic volumes.

The tabulation below shows the cost of development of each improvement project described above, arranged according to urgency of construction. The total estimated costs appear to be feasible in relation to the long range financial abilities of the various agencies.

The cost estimates are based on current prices for such work in the Springfield area and on recent prices for similar right-of-way parcels. All existing pavement sections were reviewed to determine the advisability of retaining such pavement or discarding any pavement that would not prove a satisfactory base for widening and resurfacing. All prices include a ten per cent additional sum added to construction costs to cover engineering and contingency costs. A break-down is given for the major thoroughfares to separate construction, right-of-way and contingency costs. The following estimate figures do not include any repairs to existing streets made prior to the construction of the recommended configuration.

A complete tabulation of all construction and development costs for the street and highway system in the Springfield Urban area is given on page 33.

MAJOR THOROUGHFARE DEVELOPMENTS

ADAPTED FROM A MAP OF THE SANGAMON COUNTY REGIONAL PLANNING COMMISSION FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY

KEY

MAJOR DEVELOPMENTS

(X) PROJECT NUMBER

ONE MILE

SANGAMON

CARPENTER'S PARK

ESTILL RD

CAPITAL AIRPORT

ILLINOIS STATE FAIR GROUNDS

PEORIA RD.

BY-PASS 66

SANGAMON AVE.

NORTH BELT

CALVARY AND OAK RIDGE CEMS.

LINCOLN PARK

CAMP LINCOLN

Spring

GRANDVIEW

N. GRAND AVE.

WALNUT

INTERSTATE ROUTE 55

CLEAR LAKE AVE.

BERGEN PARK

COOK ST.

PASFIELD PARK

WASHINGTON PARK

S. GRAND AVE.

LAUREL

ASH

LELAND GROVE

HIGHLAND AVE.

ILES

OBERLIN

LENOX

BUNN PARK

JEROME

WABASH

SOUTHWEST AIR PORT

SOUTHERN VIEW

LINN AVE.

FOREST PARK

Lake Springfield

LINCOLN GREENS GOLF COURSE

LAKE PARK

ILLINOIS NATIONAL GUARD DEPOT

HAZEL DELL RD

SOUTH BELT

WEST BELT

CHICAGO AND NORTHWESTERN RY

B & O R R

C B & Q R R

G M & O R R

I T R R

I C R R

TERMINAL R R

ILLINOIS CENTRAL R R

Sugar Creek

Clear Creek

N

Major Thoroughfares

I. Wabash-MacArthur System

From Wabash Avenue at West Belt to
MacArthur Boulevard at North Walnut Street
(Spring Creek)

Right-of-Way	$ 155,000	
Construction	1,540,000	
E. & C.	155,000	
		$ 1,850,000

II. South Grand Avenue

From By-Pass 66 to MacArthur Boulevard

Right-of-Way	$ 90,000	
Construction	845,000	
E. & C.	85,000	
		$ 1,020,000

III. North Grand Avenue

From Illinois Routes 97-125 to 14th Street

Right-of-Way	$ 320,000	
Construction	855,000	
E. & C.	85,000	
		$ 1,260,000

IV. Cook-Lawrence System

From Chatham Road to U. S. 66 By-Pass

Right-of-Way	$ 120,000	
Construction	1,550,000	
E. & C.	155,000	
		$ 1,825,000

V. North Walnut Street

From North Grand Avenue to Estill Road

Right-of-Way	$ 145,000	
Construction	755,000	
E. & C.	75,000	
		$ 975,000

VI. Chatham Road

From Wabash Avenue to North Belt

Right-of-Way	$ 70,000	
Construction	1,900,000	
E. & C.	190,000	
		$ 2,160,000

VII. Clear Lake Avenue

From U. S. 66 By-Pass to 11th Street

(includes relocation - B. & O. R.R. to 9th St.)

Right-of-Way	$ 110,000	
Construction	1,105,000	
E. & C.	110,000	
		$ 1,325,000

VIII. By-Pass 66

From South Grand Avenue to Sangamon Avenue.

(excepting Cook Street-Clear Lake Ave. length)

Right-of-Way	$ 70,000	
Construction	750,000	
E. & C.	75,000	
		$ 895,000

IX. Sangamon Avenue

From By-Pass 66 to Peoria Road

Right-of-Way	$ ----	
Construction	650,000	
E. & C.	65,000	
		$ 715,000

Total Major Thoroughfares $12,025,000

Major Streets

	Street	From	To	Cost
1.	Iles-Highland-Oberlin	Chatham	18th	$ 1,425,000
2.	2nd	North Grand	South Grand	405,000
3.	14th-16th	North Grand	Jefferson	535,000
4.	18th	Washington	Highland	675,000
5.	Laurel	MacArthur	18th	490,000
6.	Peoria	Sangamon	North Belt	260,000
7.	Outer Park	Bates	Sixth	715,000
8.	South Grand	West Belt	MacArthur	610,000
9.	Washington	West Belt	Lewis	680,000
10.	11th	Jefferson	Highland	430,000
11.	5th	Black	Sangamon	160,000
12.	North Grand	14th	By-Pass 66	520,000
13.	Ash	MacArthur	18th	620,000
14.	19th	Matheny	Sangamon	520,000
15.	Carpenter	Walnut	18th	380,000
16.	MacArthur	Wabash	South Belt	640,000
17.	Walnut	Jefferson	North Grand	150,000
18.	Bruns Lane	North Belt	Township Road	180,000
19.	Chatham	Wabash	South Belt	405,000
20.	4th	Highland	Kimble	285,000
			Total Major Streets	$10,085,000

Grand Total - 20-Year Improvement Program . . . $22,110,000

Grand Total - 20-year Street
and Highway Improvement Program $22,110,000

Impending Interstate Highway Improvements
in the Springfield Urban Area 24,200,000

Impending Non-Interstate Highway Improvements
in the Springfield Urban Area 11,880,000

Grand Total - Impending Improvements
and 20-year Improvement Program $58,190,000

MAJOR STREET WIDENINGS

CAPITAL AIRPORT

ILLINOIS STATE FAIR GROUNDS

CARPENTER'S PARK

CALVARY AND OAK RIDGE CEMS.

CAMP LINCOLN

LINCOLN PARK

BUNN PARK

CLEAR LAKE AVE BERGEN PARK

FOREST PARK

LINCOLN GREENS GOLF COURSE

LAKE PARK

ILLINOIS NATIONAL GUARD DEPOT

BY PASS 66

SANGAMON AVE.

N. GRAND AVE.

S. GRAND AVE.

CARPENTER ST.

WASHINGTON ST.

JEFFERSON ST.

LAUREL ST.

ASH ST.

OUTER PARK DR.

LENOX AVE

COOK ST.

ILES AVE.

WABASH AVE

5th ST.

19th ST

16th ST.

18th ST.

11th ST.

4th ST.

2nd ST.

WALNUT ST

MAC ARTHUR BLVD.

BRUNS LANE

CHATHAM RD.

TERMINAL

PROPOSED NORTH BELT

PROPOSED WEST BELT

PROPOSED SOUTH BELT

ILLINOIS

Spring Creek

Sugar Creek

Lake Springfield

ANGAMON RIVER

CHICAGO AND NORTHWESTERN

CHICAGO, BURLINGTON AND QUINCY RR

GULF, MOBILE AND OHIO RR

WABASH RR

ILLINOIS TERMINAL RR

55 54 66 36 29

0 ONE MILE

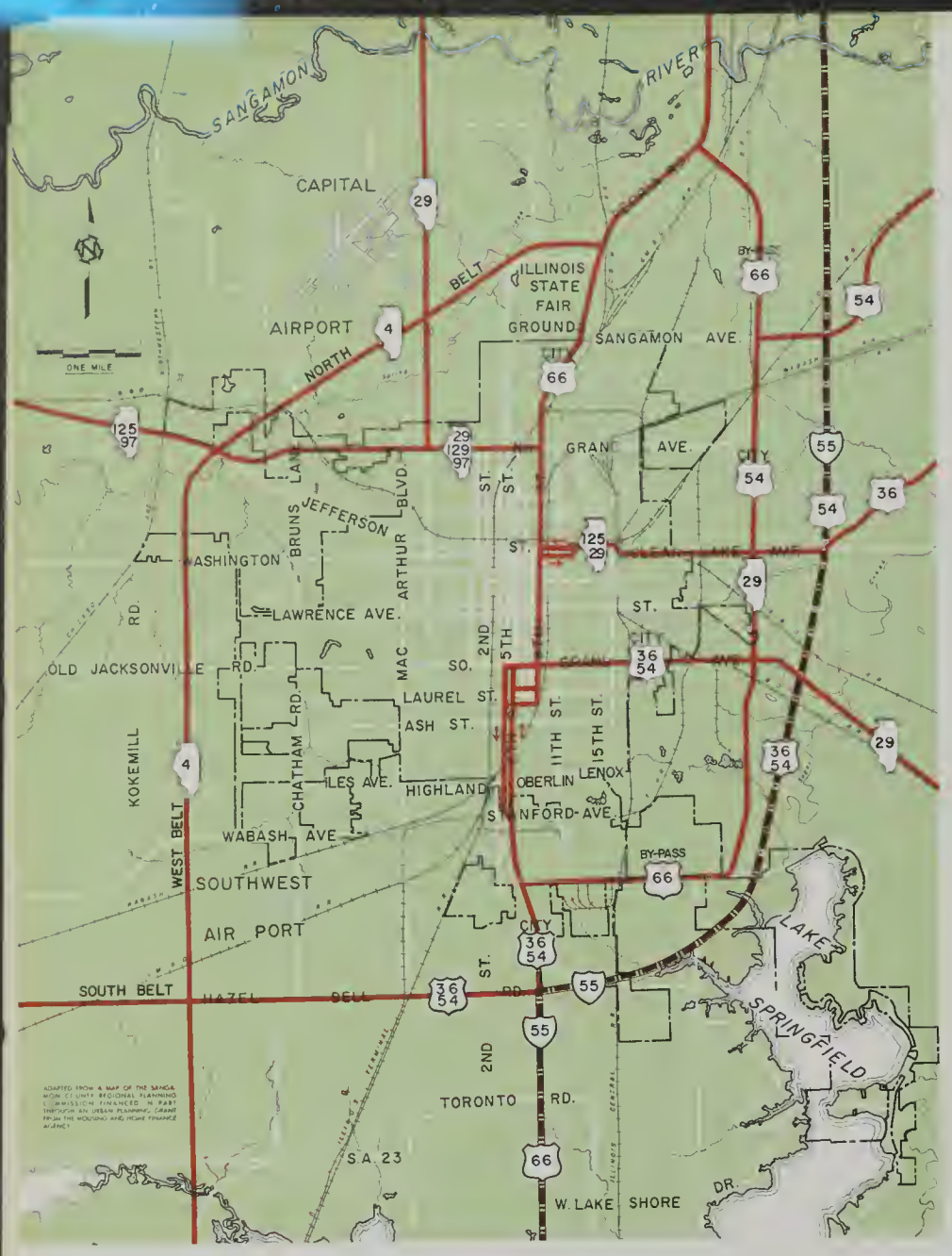
KEY

X PROJECT NUMBER

44′ PAVEMENT

40′ PAVEMENT

ADAPTED FROM A MAP OF THE SANGAMON COUNTY REGIONAL PLANNING COMMISSION FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY



RECOMMENDED STATE AND FEDERAL HIGHWAY ROUTINGS

Marking of Federal and State Routes

As a function of the plan of improvements recommended above, changes are called for in the routing of various federal and state marked routes. In the case of the Springfield urban area, these changes are more widespread than normal because of the changes occasioned by the circumferential system.

The Interstate Route, passing to the south and east of the City will be marked Interstate Route 55. It is recommended that the north and west legs of the belt system carry Illinois Route 4, which now passes through the central city. U. S. Routes 36 and 54 will utilize the belt system from west of the City to the points of departure, eastward at Clear Lake and Sangamon Avenues, respectively. City Routes 36 and 54 will commence at the junction of the South Belt and City Route 66, proceed north on this pavement to the 5th-6th Street one-way couple thence north via these streets to South Grand Avenue. These routes would then assume the alignment of South Grand Avenue easterly to the present By-pass 66 pavement, thence north on this route to the extended connections of the two routes.

It is recommended that Illinois Routes 97 and 125 be removed from Jefferson Street near Spring Creek and placed on North Grand Avenue. These routes would be followed to 9th Street where they would turn south. Route 97 would be terminated at the Washington-Jefferson one-way couple and Route 125 would continue, via the Clear Lake improvement, to the Interstate Route. Route 29 would continue to follow Walnut Street south to North Grand Avenue, then eastward to 9th Street, south to Clear Lake, then eastward to By-pass 66 and then south to the present Route 29 pavement. No change is recommended for City Route 66. Complete details of the proposed routings may be seen on the accompanying map.

Implementing the Plan

The plan which this report presents is one of long-range improvement and considerable cost. In so far as possible the annual cost of improvements has been held to a level near the present expenditures in the urban area. However, completion of this program will require the most diligent effort and budgeting on the part of all agencies involved. In some cases improvements are the responsibility of a single agency, in other instances such as Chatham Road, several agencies should cooperate to complete particular projects.

To determine the fiscal responsibility for various projects, the following outline is recommended.

1. The approaches of state and federal marked routes into the urban area, together with the circumferential system, should logically be the responsibility of the State.
2. The extension of marked routes into and through the city should be the joint responsibility of the State, Sangamon County and the City of Springfield.
3. The improvement of major streets within the circumferential system should generally be the responsibility of the political subdivision in which they are located.

There will be exceptions to this system, particularly the third classification. The financial ability of the various agencies must be considered in many cases, as well as the benefit accruing to various classes of traffic.

Street Traffic Control

The agencies involved in the construction of the program must also be responsible for the maintenance of the road net and minor corrections to it. The comprehensive program of maintenance and improvement now conducted by the City should be continued at all levels.

Signalization and channelization of major intersections should be encouraged. Curb parking should be prohibited whenever it causes a serious reduction in needed capacity.

A major contribution to the traffic movement situation can be made through the continued effective operation of the Plan Commission in securing proper dedications from all new land developments and through strict adherance to the long-range plans developed by this agency. Right-of-Way for new projects should be acquired whenever possible and incremental construction utilized where economically feasible in relation to traffic volume.

Law enforcement should be utilized as a means of increasing capacity and traffic movement where necessary. This is particularly true in relation to prohibited turning movements and parking.

Finally, the plan recommended in this report, together with the plans of all of the other agencies involved, should be periodically reviewed to maintain a continuing program of improvement in relation to need.

APPENDIX – RESUME OF MEETINGS CONCERNING THE PREPARATION OF A STREET AND HIGHWAY PLAN FOR THE SPRINGFIELD URBAN AREA

I 5 February, 1960 – Introductory meetings were held with City officials, the County Superintendant of Highways and the traffic committee of the Association of Commerce and Industry to discuss the scope and objectives of the project. Present for the Division of Highways were Frank Houska and Carl Wahl and for the consultant Merton Postle and Richard Beebe.

II 18 February, 1960 – Committee meeting of A.C.I. group to hear description of the study and type of findings expected. Present for the consultant, Richard Beebe.

III 23-27 February, 1960 – Conferences with Springfield Plan Commission to acquire background data and projections for land-use and population growth. Present for the consultant, Robert Strzalkowski.

IV 15 April, 1960 – Meeting with Plan Commission director on basic information collection and street plan. Meeting with traffic engineer on review of curb parking problems. Present for the consultant - Richard Beebe.

V 26 April, 1960 – Presentation of preliminary planning studies and scope of project to Springfield Chapter - I.S.P.E. Present for the consultant - Richard Beebe.

VI 9-12 May, 1960 – Review of physical inventory data with plan commission and collection of road inventory data from District 6 office. Present for consultant - Robert Strzalkowski.

VII 29 June, 1960 – Meeting with District to review preliminary plan and South Grand-MacArthur situation. Present for consultant - Merton Postle and Richard Beebe.

VIII 14 July, 1960 – Meeting with District to review tentative plans for MacArthur Blvd. Shopping Center access and I.R. 55 interchange location. Meeting with plan commission to review Shopping Center plans. Present for consultant - Bernard Guentner and Richard Beebe.

IX 6 August, 1960 – Meeting with City traffic engineer and architect for Shopping Center to establish necessary access requirements for parking lots, etc. Present for consultant - Richard Beebe.

X 9-10 August, 1960 – Meetings with District on plan progress and initial recommendations at Shopping Center, I.R. 55 and North Grand Ave. Review of preliminary plan with District and Central office personnel. Present for consultant - Harry Lochner, Merton Postle and Richard Beebe.

XI 24 August, 1960 – Further review of Shopping Center problem with District and City Engineer. Present for consultant - Merton Postle and Richard Beebe.

XII 12 September, 1960 – Meeting with District on preliminary over-all program for urban area. Present for consultant - Richard Beebe.

XIII 13 September, 1960 – Meeting with plan commission staff to review over-all program and commissions' 1961-1966 program of action. Meeting with traffic engineer on shopping center problem and city-wide curb parking prohibition. Present for consultant - Richard Beebe.

XIV 9 November, 1960 – Meeting to discuss the first draft copy of the complete report. Present were District and Central office of the Division and the Bureau of Public Roads. Present for consultant - Harry Lochner, Merton Postle and Richard Beebe.

XV 25-26 January, 1961 – Meetings with Central office to discuss Springfield recommendations - particularly pavement width and traffic volume estimates. Meeting with new director of plan commission to review plan. Present for consultant - Richard Beebe.

XVI 2 February, 1961 – Meeting with Central Office personnel on proposed Third Street Expressway project as set up by A.C.I. Present for consultant - Richard Beebe.

XVII 7 February, 1961 – Meeting with Director and staff of plan commission concerning proposals for Third Street Expressway. Inspection of models. Present for consultant - Richard Beebe.

XVIII 14 February, 1961 – Meeting with Shopping Center architect to discuss redesign of MacArthur Boulevard near Outer Park Drive. Present for consultant - Richard Beebe.

XIX 15 February, 1961 – Meeting with District and Central office personnel, Bureau of Public Roads plus A.C.I. to set forth initial investigations phase of Third Street Expressway problem. Present for consultant - Richard Beebe.

XX 28 March, 1961 – Meeting with District to review final recommendations for Shopping Center area. Present for consultant - Richard Beebe.

XXI 4 April, 1961 – Meeting with director of Springfield Housing Authority to review location and configuration of Clear Lake Ave. improvement from 11th to 18th Streets. Meeting with Director of plan commission to review Third Street Expressway study and over-all plan proposals. Present for consultant - Richard Beebe.

XXII 5 April, 1961 – Meeting with District and Central office staff to finally review plan and to detail Third Street Expressway studies relating to elimination from over-all plan. Present for consultant - Richard Beebe.

XXIII 11 July, 1961 – Presentation of final draft of Urban Area report and Third Street supplement to Central office, District and Bureau of Public Roads personnel and to committee of local officials including County, City, Township and A.C.I. leaders. Present for consultant - Harry Lochner, Merton Postle and Richard Beebe.

Reconnaissance Plans

for

Major Improvements

SOUTH GRAND IMPROVEMENT
SPRINGFIELD, ILLINOIS

SCALE : 1" = 200' SEPT, 1961

H.W.LOCHNER & CO., CHICAGO, ILL.

MAP NO. 1

SOUTH GRAND IMPROVEMENT
SPRINGFIELD, ILLINOIS
SCALE: 1" = 200'
SEPT, 1961
H.W. LOCHNER & CO., CHICAGO, ILL.
MAP NO. 1

COOK

EDWARDS

GHENERT

ST.

LAWRENCE

AVE.

COOK-LAWRENCE COUPLE
SPRINGFIELD, ILLINOIS

SCALE: 1" = 200'

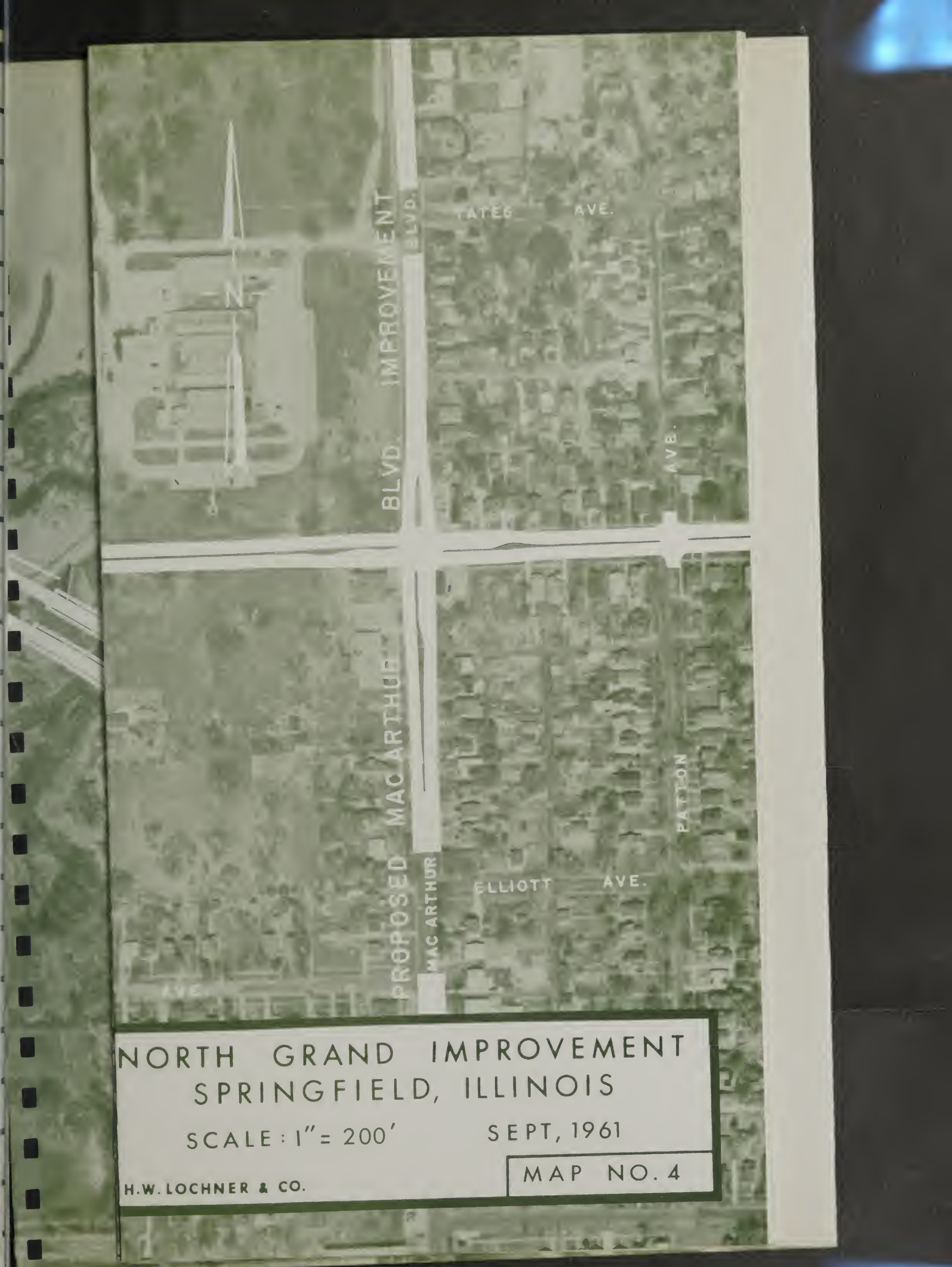
SEPT, 1961

J. LOCHNER & CO., CHICAGO, ILL.

MAP NO. 2

COOK - LAWRENCE COUPLE
SPRINGFIELD, ILLINOIS
SCALE: 1" = 200'
SEPT, 1961
H.W. LOCHNER & CO., CHICAGO, ILL.
MAP NO. 2

ST.
9TH
JEFFERSON ST.
WASHINGTON ST.


IMPROVEMENT
BLVD.
BLVD.
MACARTHUR
PROPOSED
MAC ARTHUR
YATES AVE.
PATTON AVE.
ELLIOTT AVE.
AVE.
NORTH GRAND IMPROVEMENT
SPRINGFIELD, ILLINOIS
SCALE : 1" = 200'
SEPT, 1961
MAP NO. 4
H.W. LOCHNER & CO.

NORTH GRAND IMPROVEMENT
SPRINGFIELD, ILLINOIS
SCALE: 1" = 200'
SEPT, 1961
H.W. LOCHNER & CO.
MAP NO. 4

UNIVERSITY OF ILLINOIS-URBANA
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